[PROM AN OCCASIONAL CORRESPONDENT OF THE TRIBUNE. Paris, October 26.

"So you want me to give you some news?" said an eminent Frenchman to an interviewer one day. I was born in 1820, and since then nothing extraordinary has happened to me. That is all I have to tell you." This incident, which by the way is entirely true, is most characteristic of its subject. He was a singularly modest and retiring man, who never seemed fully to realize his own importance. Yet it is difficult to find on the roll of French men of letters of the present day one that has a more assured position of esteem and a learer title to honorable fame than he against whose name "the fatal asterisk of death" has

just been set. Emile Augier, indeed, for it is of him that I am writing, has marked an epoch in dramatic litera-It was he who turned the tide of favor sway from the extravagant romanticism which at one time held sway upon the French stage, and led the way to the contemporaneous drama, dealing with social themes of current and vital interest. He made the figures of his plays men and women of the present day; creatures of real flesh and blood. He put into their mouths the speech of the present day, instead of stilted Alexandrines, in which a few of his earlier works, however, were written. He made their actions just such actions as were performed in real life, and he made them arise from just such motives as animated the every-day folk by whom he was surrounded. And he did this with a polish and literary finish that gave him equally high rank as a writer and as a constructor of plays.

One cannot truly say of him, what he said of himself with exaggerated though unaffected modesty, that nothing has happened to him since he was born, in 1820, at Valence. His early life was full of strong personal interest. His father was a lawyer; his mother was a daughter of the eminent novelist Pigault-Lebran. He was at the College Henri a classmate of the Due d'Aumale, and was intended for his father's profession. But while he was yet an undergraduate he began writing plays. These works, however, never saw light upon the stage. Then he became librarian to the Due d'Aumale, and it was while he held that place that he wrote the play which caused him, like Byron, to awake one morning and find himself famous. He was only wenty-three years old, and had ventured to send is play to the Theatre Francais. Of course it was promptly rejected, partly on account of his extreme youth, and partly on account of the extreme originality of the play itself. He at once took it to the Odeon, and there it was brought out in 1844, and scored at once a tremendous success. Its author, indeed, was hailed by public acclaim as the coming master of the French drama.

This play was entitled "La Cigue," and was written in verse. In form it was a Greek drama, but under the classic mask were the feature of the life of the day. It represented a dissolute young man of fashion, driven by sheer wearlness of life to the verge of suicide, and then restored to his right mind and to moral and useful ways of life by the influence of love. M. Augier's next play was eagerly accepted by the Theatre Francais, but did not prove successful. It was a comedy entitled "L'Homme de Bien," and was charmingly written in verse. Its leading character was a man who not only deceived all the world, but himself as well-a sort of conscientious Tartuffe. His third play, however, produced in 1848, more than atoned for this half-failure. It was "L'Avenjurfere," and may justly be considered as one of his pasterpieces. It was it that gave him his as-bured and established position in the dramatic world. The next year he produced another perhaps equally great, "Gabrielle." In it he strove to rehabilitate the husband at the expense of the lover. Such a motive went squarely against the current drift of dramatic thought, and although the brilliancy of M. Augier's writing made it a success, neither he nor any other dramatist followed up the idea: unless, indeed, we consider M. Sardon to have done so in a humorous fashion in "Divorcons." "Gabrielle" has retained down to the present, however, an established success on

Realizing the incongruity of making t acters of everyday life talk in artificial verse, M. Augier thenceforth wrote his plays in prose, with the exception of "Le Joueur de Flute." This was a Greek play adapted to the present times. It was, indeed, a companion piece to "La Cigue," and showed instead of a young man a dissolute young woman redeemed through the power of love. After M. Dumas brought out
"La Dame aux Camelias," however, M. Augier
repudiated the ideas of "Le Joueur de Flute," and wrote as a substitute his famous "Le Matiage d'Olympe," in which he showed the woman of the world as beyond all hope of redemption. His "Diane," which he wrote for Rachel, was almost a failure, and "Philiberte," a poetical piece, was not much more lucky. "Le Gendre de Monsieur Poirier," which he wrote in partnership with Jules Sandeau, and " Les Lionnes Pauvres " rivalled, however, the success of "L'Aventuriere." The second of them was at first interdicted by the censor, but was afterward brought out through the personal influence of Louis Napoleon, who was then the "Prince-President."

Another very notable play was " Les Effrontes," brought out in 1861. This was a senthing satire of the corruption of journalism by Bourse speculators. Its plot was laid in the time of Louis Philippe, and it dealt largely with the decadence of the old nobility. Its production upon the stage had the effect of the explosion of a bombshell in society. It abounded in brilliant incidents and equally brilliant wit, qualities which have kept it among the most popular plays in the French repertory. It was followed by "Le Fils de Giboyer," which satirized the mixing of religion with politics. and which was equally sensational and permanently successful. Still another great success, in 1864, was "Maitre Guerin," and "Paul Forestier," a poetical drama, also met with great favor. Then wrote a farce for the Palais Royal, entitled "Le Prix Martin," which was almost a failure. His last play came out in 1878, and was called "Le Fourchambault." It was a great success, and although urgently solicited to do so, he thereafter persistently refused to write more. "Let wastages e ual to ben lessons per week. EBERHARD, me tell you why," he said. "I was one day in the N. E.—New-England Piano Company's planes are used. office of a theatrical manager, talking business. A card was orought to him. He glanced at it,

A card was orought to him. He glanced at it, tossed it down with a contemptaous smile, and said: 'Tell him I am too busy to see him.' I saw the card as it lay on the table. It bore the name of Eugene Scribe. The sight of a name once so omnipotent failen so low made me resolve at that moment that I, at least, would never lag superfluous on the stage."

For the last thirty years M. Augier lived almost like a hermit on a little estate at Croissy. Now and then he would come to Paris to superintend rehearsals of his plays, but he preferred to remain at home with his family. Perhaps no man of similar rank in the world to-day has more friends and fewer foes than he had. He was a devoutly religious man, but seemed to have a more than ordinary dread of death. He often used to say that he wished to have no warning of his end, and that he wished his friends to see to it that he did not suffer while dying. For a long time he had been in failing health, but his death was brought about directly by the effects of an accident by which he was thrown from his carriags. In accordance with his wishes he was for the last day or two of his life kept under the influence of anaesthetics, so that he was not conscious of his real condition.

anaesthetics, so that he was not conscious of his real condition.

He died in his own room, surrounded by books and paintings relating to his works and with the miform and regalia of the Legion of Honor on a chair by his bedside. He was elected to succeed M. Salvandy in the French Academy in 1868. This honor was obtained chiefly on the strength of his "Mariage d'Olympe," and his sponsor. M. Lebrun, in his address of welcome, culogized that play as protesting, and inaugurating a reaction beainst "the glorification of the courtesan." M. Augier was never active in politics, though he was always a warm personal and political fra od of Louis Napoleon and also of Prince Jerome Bonaparte. He was nominated a Senator of France in 1870, but the outbreak of the war with Germany prevented him from taking his seat.

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GRAIN AND PRODUCE MARKETS.

FEATURES OF NEW-YORK DEALINGS. FEATURES OF NEW-YORK DEALINGS.

The tendency of wheat values was downward yesterday. Cash lots receded 144812 cent, and only 24,000 bushels were taken by shippers. The visible supply statement showed an increase from a week ago of 1,559,519 bushels, and this, coupled with the heavy receipts in the Northwest, induced selling of the options by prominent operators and liquidations by the promiscuous "longs." The only offsetting influence promiseuous "longs." The only offsetting influence was the firmness of early cables, but later advices were tame. The speculation did not reach large limits, only 2,400,000 bushels changing hands. December options ranged from \$5.1-8 to \$4.11-16, and May from 10.3-8 to \$9.15-16 cents. A slight raily near the close was due to the covering of shorts. On the curb December sold at \$4.3-4.684.7-8 and May at 90.1-8 cents. The net losses of the day were 1-4.23-8 cent. as follows: November, \$4.3-8; December, \$4.7-8; January, \$6.1-8; February, \$7.1-4; May, 90.1-4; June, \$9.3-4 cents. Cash corn opened weaker, but closed steady, the decrease of \$75.33b bushels in the visible supply helping to tone up the market. Exporters bought with freedom, 112,000 bushels being taken. The options were fairly active and irregular. Net changes showed a loss of 1-8 for December and 1-4 for January at 42. November being unchanged at 41.3-4, while May was up 1-8 cent at 42 cents.

The visible supply statement for oats showed a decrease of 450,024 bushels. The showing stimulated activity in the markets and spot lots rose 1-22 cent. There were 30,000 bushels taken for export on through shipments from the West. The options were 1-4 cent higher for November at 28.1-4 and May at 28.1-2 and unchanged for December and January at 28 cents.

Lard ruled strong. There were sales of 500 tierces on the spot, but whether for export on through shipments from the West. The options were 1-4 cent Lard ruled strong. There were sales of 500 tierces on the spot, but whether for export or not could not be learned. The options closed up \$3.4 points at 26.45 for November, \$6.30 for December, \$6.32 for January, \$6.36 for February and \$6.40 for March.

The receipts of grain and flour reported yesterday at 80-40,000 bushels; cotal grain, 613,207 bushels; cotal grain, 615,75 bushels; cotal grain, 615,75 bushels; cotal grain, 857,395 bushels; flour, 25,293 barrels. was the firmness of early cables, but later advices were

Chicago, Nov. 18 (Special).—Hutchinson, who has been long a considerable line of December and short a good deal of May wheat, to-day "unstraddled" a ood share of this spread, colling out December and

a good deal of May wheat, to-day "unstraddled" a good share of this spread, celling out December and buying in the May. It is expected that to-day's operations will put an end to the talk of a Hutchinson "deal" in December. Aside from the operations of this big trader, there was nothing inskle the pit to affect prices. The visible supply statement unsofted prices. The visible supply statement unsofted prices the visible supply statement unsolved to contributed some toward the weakness. The general expectation up to this morning was that to-day's increase would not be over 1,000,000 bushels. The outside news was generally bearish. The car lots were everywhere over the expectations. At Minneapolis and Dulath there were 1,510 cars. Here, at Chleago there were 263 cars; the estimates for Tuesday are 250. Cables were barely steady, New-York dispatches said that the "on passage" figures in the morning would probably show an increase, and it was also predicted that the so-called "English visible" would also show an increase. Cash wheat at Manneapolis was strong all day notwithstanding the big arrivals up there. It was said to be due to the anxiety of millers to grind wheat into flour to forward the fore the advance in Northwestern rates. December wheat opened at 82 3.8, sold at 81 and closed at 81 3.4. May opened at 85 1.2, sold to 84 7.8 and closed at 83 3.6. Corn was easier, especially for the near-by months. May, however, at the close, showed a drop of only 1-8 cent. Ealdwin was the large buyer of January pork. The market, however, was a narrow one.

THE PETROLEUM MARKET.

NEWS FROM THE FIELD AND RANGE OF PRICES. The new week opened with a dull speculation in of I cent and did not advance above \$1 10 5-8, while the December options at the Consolidated Exchange rose from \$1 10 1-2 to \$1 11 1-8. There was an evident indisposition to trade on the part of the average speculator, and the markets moved nervously in response to any orders, whether they were for buyers or sellers. Perhaps part of the day's quietness was due to the fact that a well in the Mount Morris district is at the producing sand, and may, when folly drilled in, give a clearer indication of the possibilities of the old development on the Pennsylvania-West Virginia frontier than has yet been obtained. But it is to be hoped that the results of the drill in this direction will tend to assure some gain to offsets the rapidly diminishing production of Pennsylvania. Perhaps some operators were induced by the new announcement of "a strong combination" to develop Ohio oil territory near kindley and refine it under patent processes. It is hard to believe, however, that this new version of an old bear story really produced an effect on traders, for the story has been threshed over in various forms at different times without any successful introduction of Ohio oil having been accomplished to an extent which would interfere with the prosperity of the Fennsylvania trade. Crude certificates closed below \$1.10, but the market was dull and not weak. sellers. Perhaps part of the day's quietness was

Sales, barrels,.... 173,000

Refined oil was unchanged at 7.45 conts per galion at all ports.

THE STATE OF TRADE.

Year ... 4.85 4.875 4.875 January ... 4.772 4.775 4.775 January ... 4.772 4.775 4.775 4.775 January ... 4.772 4.775 4.77

for choice. Buckwheat flour duil, unchanged; \$1.25\text{w}\$ st 65 per 100 lb for oid and \$1.86\text{st} 190 for choice new. Wheat market weak; steamer No. 2 red in elevator, 73\text{st} ejected in, 61\text{st} ungraded for militag on private terms; No. 2 red November. 80\text{mgs} in elevator, 73\text{st} ejected in, 61\text{st} ungraded for militag on private terms; No. 2 red November. 80\text{mgs} in private terms; No. 2 red November. 80\text{mgs} in private terms; No. 2 red November. 80\text{mgs} in private terms; No. 2 mixed short storage in 20\text{dess} of the 10\text{dess} in grain depot, 42\text{cr} in 20\text{dess} in 20\text{dess} in private short storage in 20\text{dess} in 10\text{dess} in 10\text{dess} in 20\text{dess} in 10\text{dess} in 10\text{d for choice. Buckwheat flour dull, unchanged; \$1 25% at 65 per 100 in for old and \$1 500 \$1 90 for choice new.

EUROPEAN PRODUCE MARKETS.

Liverpool, Nov. 18, 3:45 p. m.—Beef in fair demand; bork in peor demand; prime Mess Western firm at 468-64. Hams and bacon in demand. Tailow in poor demand. Tailow in poor demand. Rosin in good demand. Turpentine in poor demand. Rosin in good demand. Turpentine in poor demand. Rosin in good demand. Turpentine in poor demand. Flour in fair demand. Corn—Spot and futures in poor demand inited vesters spot and November dull at 48-bd; December dull 48-34; January dull at 38-114d. Hops at London—Parille Coast in fair demand. Beceipts of wheat for the past eyek from Atlantic ports, 8-509 quarters, from Pacific can corn for the nast week, 76,000 quarters.

Bremen, Nov. 18.—Potroleum, 7 marks 30 pfennings.

OIL MARKETS.

OII City Penn. Nov. 18 - National Transit certificates opened \$1 10%; nurses, \$111; lowest, \$1 00%; closed, \$1 00%. Sales, \$80,000 bbls; clearances, \$70,000 bbls; thatters, 145,237 bbls; shipments (2 days), 42,288 bbls; uns (2 days), 42,288 bbls.

Pittsburg, Penn. Nov. 18 - Petroleum active and seaker. National Transit certificates opened at \$1 10%; blackest, \$1 11; lowest, \$1 03%; clearances, 42,000 bbls.

Titusville, Penn. Nov. 18 - National Transit certificates est, \$1 03%; clearances, 42,000 bbls.

Titusville, Penn. Nov. 18 - National Transit certificates opened at \$1 10%; highest, \$1 11; lowest, \$1 03%; clearances, 42,000 bbls.

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WANTED.—Gentleman: Master of mathematics f WANTED.—Gentleman: Master of mathematics f church school. Interview to-day at 2 o'clock. MIRIAM COVRIERE, 31 East 17th-at., between 4th-ave, and Broadway.

WANTED.-Educated, refined governess, teaching English, Plano, French, German; Bheral salavy; also German governess teaching Plano, French, Miss DONOVAN'S TEACHERS' BUREAU, 30 East 14th-st.

W OMAN'S EXCHANGE TEACHERS BUREAU (for both sexus) surplies professors, teachers, governsses, musicians, housek-spers, companions, chaperones, &c., &c., colleges, schools and families; also bookkeepers, stenographers and copyrist to business firms.

Miss C. L. WERNER, 329 5th-ave., New-York City. 35 CENTS A LESSON -Private classes; German; lady dindomee) teacher of German, French and plane, has morning hours discusped. A. S., Box 60, Tribune Uptewn Office, 1,238 Broadway.

Dancing Academies.

ALLEN DODWORTH, NO. 681 FIFTH-AVE. Class for Gentlemen will begin December 24. Private lessons at any time by appointment.

A LFXANDER MACGREGOR'S 108 West 55th-st.
Mendelssohn Assembly Rooms, near 6th-ave.
Private lessons any line. Classes every day

A. bet 13th and 14th sts. Private and class lessons, all hours. WALTZ TAUGHT RAPIDLY. Halls to let.

D GARMO -CLASSES IN DANCING. STANDARD HALL, 1,476 Broadway (42d-st.) and 30 West 85th-st.

30 West Side-st.

F ERNANDO'S ACADEMY, 162 East 55th-st.—A School for Dancing, Deportment and Calistinenic Exercises. All the new and fashionable dances. Send for circular.

M R. MANUEL, 5td 5th-ave., near 45th-st.—Classes commence Navember 27.—Circulars on application.

MR. P. HARVARD REILLY, master of dancing, has returned from Europe. Private classes a specialty at 543 5th-ave. No circular sent by mall.

Oat OWN ACADEMY FOR DANCING 68 West 234Bosea Higgins, Prop.—Afternoon and evening classes per quarter, 24 lessons, 55. WALTZ GUARANTEED. Pivo urbat- lessons, 85. All the fashionable dances taught.

Lost and Lound

L OST OR STOLEN—Bankbook No. 233.427, issued by the German Savings Bank in the City of New-York, to Henry Abt. All persons are cautioned to negotiate the same and requested to deliver the book to the Bank, corner 14th-st, and 4th-ave. If not restored on the 10th day of December, 1880, application will be made to the bank for a duplicate. made to the bank for a duplicate.

LOST OR STOLEN.—Bankbook issued by the Seaman's Hank for Savings, New-York, to the subscriber. I not found or returned to the bank within 30 days from this date, I will apply to the bank for a new book, New-York, Nov. 18, 1889.—FRANK CAMPBELL.

WISH to employ a few ladies on salary to take charge of my business at their homes; entirely unobjectionable; light, very fascinating and healthful; no talking required; permanent position, warce stip per week in advance. Good pay for part time. My references include some of the best well-known people of Louisville, Cinefmant, Pittsburg and elsewhere, Address with stamp, Mrs. MARION WALKER, 4th and Chestnut sts., Louisville, Ky.

Steamboats.

ALBANI BOATS.

PEOPLE'S LINE.

Steamers DREW and DEAN RICHMOND leave
old Pier 41, N. R. foot Canal-st. 6 p. m. daily. (Sundays
excepted.) Electric light and steam-heat in rooms.

A. -TROY BOATS SARATOGA and CITY

A. of TROY seave Pier 46, N. R., 24 pier above

-RONDOUT AND KINGSTON, landing A -RONDOUT AND MINOSTON, insular, A at Cranston's (West Points, Cornwall, Newburg, Maribore, Milton, Poughkeepsie and Espus, connecting with Ulster and Delaware, Stony Clove and Catskill Mountain Railroads. The steamer SAUGERTIES will leave Pier 46, fost of WEST 10TH-ST., every Tuesday and Thursday at 4 p. m. Saturdays at 1 p. m. Bailroads.

. 4 . HUDSON RIVER RAILROAD.

Great Four-Track Trunk Line

Selected by the Government, in connection ith the Lake Shore & Michigan Southern R'y, as the "ROUTE OF THE FAST MAIL." With the Lake Shore it also forms the route of the Famous Wagner Vestibule

"New York & Chicago Limited." In connection with the Lake Shore and "Big Four,"
it constitutes the route of the "Southwestern Limited"

CINCINNATI, INDIANAPOLIS AND ST. LOUIS. It is also the

DIRECT LINE TO NIAGARA FALLS, And with the Michigan Central R.R. forms "The Niagara Falls Route" BETWEEN THE EAST AND THE WEST.

All Trains arrive at and depart from GRAND CENTRAL STATION, Fourth Ave. and Forty-second St. New York.

Largest and Finest Passenger Station in America, and the only one in the city of New York. On and after November 15, 1889, Trains will leave New-York as follows:

S:00 A.M., Sarators, Rochester and Montreal Express,
Wagner Brawing non cars to Syracuse; also to Montreal, via Delaware and Hudson. Passengers for points
north of Troy, via Fitchburg Railroad, transfer at East
Albany to drawing-room car running through from that
point to St. Albans.

THE SOUTHWESTERN LIMITED. 1 S.50 A. M., The magnificent new Southwestern Limited for Cincinnati, Indianapolis and St. Louis, consisting of a combination library, smoking and cafe car, a standard day coach, a sleeping-car for St. Louis, and scinting-car Albany to Buffalo. The entire train is steam heated, lighted by gas and Wagner vestibuled. No extra fare charged.

THE NEW-YORK AND CHICAGO LIMITED. '9:50 A. M., The famous Wagner Vestibule New York and Chicago Limited, composed exclusively of buffet smoking-car, dining-car, straight 16 section and private compatiment sleeping cars for Syracuse. Rochester, Ruffalo, Niagara Falis, Eric, Cleveland, Toleto, Elkhart, and Chicago arriving at Chicago at 9 50 a. m. the next day. Wegner drawing-room car, New-York to Albaby. THE WESTERN DAY EXPRESS.

t 10:30 A. M., Day Express to Buffalo, Niagara Falls, Toronto, Cieveland, Cincinnati, Indianapolis, Detroit and Chicago; Wagner drawing, room cars to Canandaigus and Rochester. Wagner sleeping car Syracus; to Cleveland, Detroit and Chicago, Parior car Cleveland to Cincinnati. 11:45 A. M., Western New-York and Northern Express for Saratoga, Lake George, Rutland, Bennington, North Adams, &c. Wagner drawing-room cars New-York to Troy. Troy M. Albany, Troy and Utica Special, with Wag-ner drawing-room cars to Albany and Troy.

3:55 P. M. Accommodation to Albany and Troy. Con-nects for Williamstown, North Adams and intermediate points on Fitchburg R. R. Wagner drawing-room car New-York to Albany. THE FAST WESTERN EXPRESS-MOST POPULAR

26:00 P. M.. Fast Chicago, Cincinnati and St. Louis Express for Buffalo, Niagara Falls, Suspendon Bridge, Toronto, Cleveland, Cincinnati, Indianapolis, St. Louis, Detroit and Chicago, with through Wagner vestibule sleeping and dining cars.

ADIRONDACK MOUNTAINS AND MONTREAL. 16:30 P. M., Adirondack Mountain, Montreal and Canandaigua Express. Wagner sleeping care daily to Plattaburg; also to Montreal, via Rouse's Point, and via Albans, and to Syracuse and Canandaigua daily, except Sundays. 9:00 P. M., Fast Mail (Limited), arrives at Rochester at 7:40 a. m., Buffalo 9:35 a. m., and Cieveland 1:25 p. m.

FAST NIGHT EXPRESS FOR THE WEST. \*\* 10:00 P. M. Foat Night Express for Rochester, Buffalo, Niagara Falis, Toronto, Cleveland, Cincinnati, St. Louis, Betroit and Chicago, with through Wegner aleging cars deliy. Sleeping-cars to Ordensburg, via Utica and Morristown, daily, except Saturdays, and to Canandigua on Sundays only.

12:00 MIDNIGHT.For Saratoga and Adirondack Mountains. Wagner, sleeping-cars to Albany. Connects at tains. Wagner sleeping-cars to Albany. Connects at Albany with trains for the North and West. There is no connection at Albany with this train leaving New-York Saturday night.

BERKSHIRE HILLS, VIA HARLEM DIVISION. 10:35 A. M., Pittsheid and North Adams Express, with Wagner drawing-room car through to Pittsheid without

wagner drawing-room car through to Pritsheid without change.

3:20 P. M., East Pittsfield and North Adams Special. The entre train, including elegant Wagner drawing-room cars, runs through to Pittsfield without change. Fast time Superior service.

Tickets and space in drawing-room and sleeping cars on sale at Grand Central Station, 1,413, 785 and 942 on sale at Grand Central Station, 1,413, 785 and 942 Broadway, 12 Park Piace, 68 West 125th-st., and 138th-st. station, New-York; 833 Washington-st., 726 Fulton-st., and 368 Bedford-ave. E. D., Brocklyn.

Westcott's Express calls for and checks baggage from hotels and residences through to destination.

\* Run daily. Others daily except Sundays.

\* Stop at 188th-st. station to take on passengers for the North and West.

JOHN M. TOUCEY. GEORGE H. DANIELS, General Superintendent. General Passenger Agent.



PULLMAN CAR SERVICE ON ALL TRAINS. Leave NEW-YORK, foot of Liberty-st., as follows:
For CHICAGO, 3:20 p. m., 12:15 a. m.
For CHICAGO, 3:20 p. m., 12:15 a. m.
For CHICAGO, 3:20 p. m., 12:15 a. m., 5:00 p. m.
For WASHINGTON, BALTHMORE, 8:30 a. m., 11:00
a. m., 2:00 p. m., 3:20 p. m. 5:00 p. m., 12:15 a. m., All
trains daily sexept 11 a. m. Suncias;
For tickets and Pullman car space call at B. & O. Ticket
Offices 21, 201, 415, and 1140 Broadway, or at Station,
foot of Liberty 6.
New-York Tansfer Company will call for and check
bargage from hotel or residence.
New-York Tansfer Company will call for and check
bargage from hotel or residence.
Gen'l Manager.

SECULL,
Gen'l Manager.

Gen'l Manager.

Gen'l Passenger Agent.

WEST SHORE RAILROAD, N. Y. C. & WEST SHORE RAILROAD, New York, as follows, and nitreen minutes earlier from foot of Jay-st., N. R.: Chicago, Detroit, London, Hamilton, '9:55 a. m., 5:15, 8:15 p. m. St. Louis, '5:15, 8:15 p. m. Toronto, 19:55 a. m., 5:15, 8:15 p. m. Montreel, Canada East, '5:15 p. m., Nagara Falls, Syracuse, Utica and principal informediate stations, 3:15, 9:35 a. m., 5:15, 8:15 p. m. Montreel, Canada East, '5:15 p. m., 10:30 a. m. for Utica only). Kingston, Saugerties, Catakill, Albany, '3:15, 9:7; 13, 9:55, (a) 11:30 a. m. and (a) 4:5:15, '8:15 p. m. Newburg, '10:15 a. m., 1:15, 4:15, 5:35, '6:30, '11:45 p. m. Haverstraw, 8:25 s. m., 2:45, 8:45 p. m. Elegant Chicago and St. Louis, 'Daily 'chally except Saura, Other traits daily except Sundays, (a. s) Leave Jersey City P. R. I. Station, all 1:26 a. m., 83:46 p. m. Hoboken, West Shore Stations, all 1:26 a. m., 83:46 p. m. For tickets, temperalies er information, apply a offices. For tickets, and son stations, fout of West 425:st, and foot of Fullowst, New York Chiral-Levil, 13:45, 75 and 942 foot of Fullowst, New York Chiral-Levil, 13:45, New York Chiral-

LEHIGH VALLEY RAILROAD.

PASSENGEE TRAINS leave foot Certlands and Desbrosses sts. as follows:

7 a. m. for Statington and intermediate points.

8 a. m. for Grava, Lyons, Firmina, Rochester, Buffalo, and the West, and principal local points. Chair car to Lyons and Pullmon car to Suspension Bridge.

11 a. m. for Elmina and intermediate points. Chair car to Mauch Chunkhannock, and intermediate points. Chair car to Tunkhannock, and intermediate points. Chair car to Tunkhannock Connection to Reading and Harrisburg.

3.40 m. for Fimina and principal intermediate points. Chair car to L. & B. Junction and Pullman sleepers to Suspension Bridge. Suspension Bridge
4:40 p. m. for Statington and intermediate points.
5:40 p. m. for Mauch Chunk and intermediate points.
6:40 p. m. for Mauch Chunk and intermediate points.
Connection to Reading and Harrisburg.
7 p. m. for Geneva, Lyons, Elmira, Rochester, Buffalo and the West. Pulman sleepers to Lyons and Suspension Bridge.
Trains leaving at 8 a. m., 11 a.m., 1 p. m. and 3:40 p. m. connect for all points in Mahanoy and Hazieton coal regions.

SUNDAY TRAINS. oal regions.

SUNDAY TRAINS.

8 a. m. for Mauch Chunk, Hazleton and intermediate points.
5:40 p. m. for Mauch Chunk and intermediate points.
7 p. m. for Geneva, Lyons, Elmira, Rochester, Buffalo
and the West. Pullman sleeper to Lyons and Suspension

Steamboats.

Bridge. General Eastern Office, 235 Broadway.

A LL FARES REDUCED VIA STONING-A TON LINE.—The inside route; Boston, \*3; Providence, \$2.25; Worcester, \$2.20. Steamers Rhode Island and Massachusetts leave new Pier 39, N. R. one block place Canal st., at 4:30 p. m., Sundays excepted.

CATSKILL EVENING LINE. Catskill and intermediate landings at 6 p. m., from foot of Jay-st. North River.

NORWICH LINE—FAVORITE INSIDE
ROUTE—Fares reduced to Boston, 23; Worcester,
22; corresponding reductions to all points East Sicemers
leave Pier 40 (old number). North River, foot of Watte-st,
mest pier alove Desbrossen-st. Ferry), daily, Sandays
excepted, at 4.30 p.m. Tickets and stateroloms secured at
principal ticket offices in New-York and Brooklyn; at
company's office, 34; Broadway; at Pier 40, North River,
company's office, 34; Broadway; at Pier 40, North River,
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TO NEW-HAVEN, 75c.

EXCURSION (good 6 days), 81.25.

Steamers C. H. NORTHAM and CONTINENTAL leave
Peck slip. Pier 25, E. R. 3 p. m. and 11 p. m. (Sundays
excepted), connecting at New-Haven with special trains
for MERIDEN, HARTFORD, SPRINGFIELD, HOLYOKE, &c. Through tickets solid and baggage checked at
944 Broadway, New York, and 4 Court-st. Brooklyn.

Bailroads.

RAILROAD.

The Standard Railway of America!

DOUBLE TRACKS STEEL RAILS STONE BALLAST AND STONE BRIDGES,

INTERLOCKING SWITCH BLOCK SIGNAL SYSTEM The Scenic Line to the West

CELEBRATED PENNSYLVANIA LIMITED The Ideal Railway Train of the Nineteenth Centura

TRAINS LEAVE STATIONS, foot of Desbross Cortiandt Sts., affording passengers a Grand View of the Harbor, the Shipping, the Brooklya Bridge, Gov-ernor's Island, and the Statue of Liberty, as follows:-On and after November 10th, 1889. THE FAST LINE.

9.00 A. M.—The great morating train for all points in the West. Pullman Vestibule Buffet Sleeping Car New. York to Indianapolis, Pullman Vestibule Buffet Parior Car New. York to Pittsburg, Pullman Sleeping Car Altoona to Chicago, and Pittsburg to Cincinnati, Cleveland, and Tolede. Train leaving New-York on Saturday does not connect for Chicago. Connects for Cleveland daily, and for Williamsport, Lock Haven, and Tolede except Saturday.

except Saturday.

THE PENNSYLVANIA LIMITED.

10.00 A. M.—Composed exclusively of Pullman Vesubule, Drawing and State Room, Sleeping, Dining, Smoking, and Observation Cars, containing ladies and exclument's both-rooms, burber-shop, library, and all the conveniences of a home. Heated by steam and lighted by stationary and movable electric lights. The planet of its class in the world. Through to Cincinnati and Chicago every day.

nati and Chicago every day.

ST. LOUIS, CHICAGO AND CINCINNATI EXPRESS.

2.00 P. M.—The fastest train between New-York, Cinrionati, and St. Louis. Pullman Vestibule Siesping
car New-York to Chicago, and
New-York to Chicago, and
New-York to Chicago, and
Columbus, and Daining Car New-York to Altoona and
Columbus to St. Louis. Through every day. THE WESTERN EXPRESS

6.30 P. M.—The popular evening train for all points in the West, Northwest, and Southwest. Pullman Vestbule Sleeping Car New-York to St. Louis, New-York to Chicago, New-York to Ginnati, New-York to Memphis, New-York to Philadelphia, Through every Gay. Connects for Cleveland and Toledo dally, except Saturday. Passes Johnstown by daylight. PACIFIC EXPRESS.

PACIFIC EXPRESS.

Alleghenies and runs through the Conemaugh Valley in the morning. Puriman Vestibule Bufet Siesping Car New York to Cheago, New-York to Roanoke via the Shenandoah Valley. Connects for Toigdo daily, and for Corry, Erie, the Oil Regions, Cleveland, and Columbus except Saturday. For Lebanon, 9:00 a. m., 3:00 p. m., and 12:15 night. For Norristown, Phoenixville, Pottstown, and Reading, 8:00, 11:09 a. m., 1:09, 2:10, and 4:30 p. m. Sundays, 6:15 and 10:00 a. m., and 2:00 p. m.

BALTIMORE, WASHINGTON, AND THE SOUTH.

"Washington Limited Express" of Pullman Parlor Cars daily, except Sunday, 10:10 a. m., arrive Washington 3:50 p. m.; and "Congressional Limited" daily, with Dining Car at 3:20 p. m., arrive Washington 8:40 p. m.; regular express, 4:15, 6:20, 8:90, and 8:30 a. m., 1:90, 2:10, 3:30, 4:20, and 9:20 p. m. and 12:15 night. Sunday 4:20, 6:15 and 8:30 a. m., 3:30, 4:30 and 9:30 p. m., and 12:15 night. For points on Chesapeake and Ohio Rallway and Chicinnatt, Sleepers, Dining Car, and Cosches through, 3:30 p. m. daily. FOR ATLANTIC CITY, 1:00 (Through Car) p. m. week days. For Cape May, 1:00 p. m. week days. FOR LONG BRANCH, POINT PLEASANT, and intermediate stations, via Rahway and Amboy, 9:10 a. m., 12:20 noon, 3:40 and 5:10 p. m. On Sunday, 9:45 a. m. and 5:00 p. m. (do not stop at Asbury Park). For Old Point and Norfolk, via NewYork, Philadelphia & Norfolk Raliroad, 9:00 a. m. daily, except Sunday, and 8:00 t. m. daily; via Baltimore and Bay Line, 2:10 p. m., week days.
Boats of Brooklyn Annex" connect with all through trains at Jersey City, afording a speedy and direct transfer for Brooklyn Annex" connect with all through trains at Jersey City, afording a speedy and direct transfer for Brooklyn travel.

transfer for Brooklyn travel.

FOR PHILADELPHIA.

Express trains leave as follows:—
4:15, 6:20, 7:20, 8:00, 8:30, 9:10 Chicago Limited, with Dining Car and 19:10 Washington Limited, and 11:90 a. m., 12:20, 1:00, 2:10, 3:00, 8:30, 4:00, 4:30, 5:00, 6:00, 6:30, 8:00, and 9:00 p. m. and 12:15 night. Accommodation, 11:13 might. Accommodation, 11:13 might. Accommodation, 11:10 might. Accommodation, 11:10 a. m., 4:30, 3:30, 4:430, 5:6:30, 8 and 9 p. m., and 12:15 night. Accommodation, 7:00 p. m. Sundays, Express, 4:00, 6:15, 8:30, 9:00 (10 Limited), and 10 a. m., 2:00, 3:30, 4:430, 5. 6:30, 8 and 9 p. m., and 12:15 night. Accommodation, 7:00 p. m. Sundays, Express, 4:00, 6:15, 8:30, 10:00 p. m. and 11:10 a. m., 1, 2:10, 4, 5, 8 p. m., and 10 a. m. and 6:30 p. m. on Sundays, connect at Trenton for Canden. Camden.

Cam

THE ONLY SOLID TRAIN ROUTE NEW-YORK AND CHICAGO.

And the only line running its DINI'S CAR THROUGH TO CHICAGO.

ALL SOLID EXPRESS TRAINS, AND EACH TRAIN RUNS THROUGH TO CHICAGO WITHOUT CHANGE OF ANY CLASS OF CARS.

3:00 P. M., 6:00 P. M., 8:30 P. M.

NO EXTRA CHARGE FOR FAST TIME. TRAINS HEATED BY STEAM AND ILLUMINATED Trains leave station foot of Chambers-st, at hours

named below, and foot of West 23d-st. five minutes carlier. THE WESTERN DAY EXPRESS. . 9:00 A. M. every day. The papular morning train for Binghamton, Elmira, Rochester, Buthalo, Niagara Falls, Suspension Bitige, connecting for principal points in the West and Canada. Pullman Parlor Car to Buffalo.

NEW VESTIBULED LIMITED. 3:00 P. M. every day. Every car on this train is new and has the vestibuled platforns, making a complete vestibuled train of baggaco, day, sleeping and dining cars—a solid Fullman train from New-York, via Salamonea, Marion, Meadville and Youngstown to Chicago, all classes of passengers carded through without change, an advantage not offered by any other line. Pullman Vestibuled Sleeping Cars New-York to Cleveland and New-York to Cincinnati and St. Louis.

NEW FAST WESTERN EXPRESS. 6:00 P. M. every day, via Buffalo, Niagara Falls, Hamilton and Port Huron. A solid train of day coaches and Pullman sleepers to Chicago. All classes of passengers carried through without change. Pullman Buffet Vestibuled Sheeping Car to Rochester. Vestibuled Compartment of the Buffalo. Pullman Vestibuled Compartment of the Review of the Property of the Carrier Compartment of the Review of the Property of the Review of

WESTERN NIGHT EXPRESS. S:30 P. M. every day. Solid train of Smoking. Day Passencer and Pulman Buffet Sleeping Curs to Chicago, via Salamanca, Corry, Meadville, Youngstown and Marion. Marion.

Through Pullman cars from Youngstown to Cincinnati. Through Pullman cars from Loungstown to Cincinnati.

Ticket Offices, 401, 317, 713, and 957 Broadway, 153's
Bowery, 1 Battery Place, Chambers and West 231 st. forries, New-York: 331 and 333 Futton-8c, Broadway, 167
Broadway, Williamsburg: corner Newark and Hutson sts.,
Heboken; and New Stabian, Jersey City, where Tickets
and Parior or Seeping Car reservations and orders for
checking and transfer of baggage can be obtained.

W. J. MURPHY. L. P. FARMER,
General Superiotendent. Gen. Pass. Agent

W. J. MURPHY.

CENTRAL RAILEOAD OF NEW-JERSEY.
FOOT OF IBERTY-ST., NORTH RIVER.
Time Table of November 10, 1889.
4 300 å. m. for Easton, Bethlehem, Allentown, Mauch
Chunk, Wilkesberre and Scranton, Reading, Harrisburg. 4:90 å. m. for Easton, Bethlehem, Allentown, Mauch Chunk, Wilkesburre and Scranton, Reading, Harrisburg, 17:00 a. m. for Flemington, Easton, Bethlehem, Allentown and Mauch Chunk.

8:45 a. m. for Lake Hopatcong, Faston, Bethlehem, Allentown, Mauch Chunk, Wilkesburg, Easton, Bethlehem, Allentown, Mauch Chunk, Wilkesburg, Scranton, Reading, Harrisburg, Williamsport, Lewisburg, Williamsport, Easton, Bethlehem, Allentown, Mauch Chunk, Redding, Harrisburg, Pottsville, etc. 3:45 p. m. for Easton, Bethlehem, Allentown, Mauch Chunk, Wilkesburg, Scranton, Tamaqua, Shamokin, 4:30 p. m. for Easton, Bethlehem, Allentown, Mauch Chunk, Wilkesburg, Scranton, Tamaqua, Shamokin, 4:30 p. m. for Easton, Bethlehem, Allentown, Mauch Chunk, Reading, Harrisburg, etc. On Sundays at 5:30 p. m. 5:45 p. m. for Easton, Bethlehem, Allentown, Sundays, for Easton, Bethlehem, Allentown, Sundays, for Easton, Bethlehem, Allentown, and Mauch Chunk, and Pottsville, Match Chunk, and Pottsville, Match Chunk, and Pottsville, Mauch Chunk, and Pottsville, Sundays, 9:00 a. m., 4:00 p. m. Sundays and Sunday trains do non stop at Ocean Grove or Ashury Park, Sunday trains do non stop at Ocean Grove or Ashury Park, Sunday trains do non stop at Ocean Grove or Ashury Park, Sunday trains do non stop at Ocean Grove or Ashury Park, Sunday trains do non stop at Ocean Grove or Ashury Park, For Monmouth 4:29 p. m.

10:00 a. m. 4:20 d. 30 s.15 a. m., 1:00, 4:20, 4:45 n. m. For Lakewood, 4:30, 8:15 a. m., 1:00, 4:20 p. m.
For Lakewood, 4:30 s.15 a. m., 1:00, 4:20, 4:45 n. m. For Toms Rivor and Barnegat, 4:30, 8:15 a. m., 1:00, 4:20 p. m.
For Atlantic City, Vineland and Bridgeton, 4:20 a. m., For Toms Rivor and Barnegat, 4:30, 8:15 a. m., 1:00, 4:20 p. m.

1:00 p. m. For Perth Amboy, 4:30, 6:00, 8:15, 10:30, 11:15 a.m. For Perth Amboy, 4:30, 6:10, 8:30 p. m. Sundays, 1:00, 4:00, 4:45, 5:30, 6:10, 8:30 p. m. Sundays, 9:00 a. m., 4p. m. SHORTEST AND QUICKEST ROUTS FOR PHILADELPHIA, BALTIMORE AND

p. m. Atlantic City, Vineland and Bridgeton, 4:20 s. m.,

WASHINGTON.
BOUND BROOK ROUTE. BOUND BROOK ROUTE.

See A Stepheld, connecting at New-Haven with special trains for MERIDEN, HARTFORD, SPRINGFIELD, HOLTONER, See Through tickets soid and baggage checked at 948 Broadway, New-York, and 4 Court-st. Brooklyn.

HUDSON AND COXSACKIE.—Steamer TUESDAYS, THURSDAYS and SATURDAYS at 6 p. m., connecting at Hudson with Eoston and Albany Railroad.

FALL RIVER LINE. Boston, \$3.

FALL RIVER LINE. Boston, \$3.

For FIRST-CLASS LIMITED TICKETS.

Fares reduced to all points. Seamers PURITAN and PLIGRIM leave Pier 28, N. R., foot Murray-st., at 4:30 p. m., 12:15 night, have connecting for Reading, 2:30 p. m., 12:15 night, have connected for Reading, 2:30 p. m., 12:15 night, have connected for Reading, 3:30 p. m.,